ODS 885

OBSTRUCTION DATA SHEET

ODS 885
TWIN FALLS - SUN VALLEY REGIONAL AIRPORT - JOSLIN FIELD
TWIN FALLS, IDAHO

DIGITIZED FROM

OC 885
SURVEYED OCTOBER 1988
8TH EDITION

PREPARED AND DISTRIBUTED BY
THE NATIONAL OCEAN SERVICE
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OBSTRUCTION DATA SHEET

The Obstruction Data Sheet (ODS) provides digital obstruction and runway data for use in aircraft arrival and departure planning. This information has been obtained using field survey and photogrammetric methods by the Photogrammetry Branch of the National Ocean Service in accordance with Federal Aviation Regulations Part 77 (FAR-77), "Objects Affecting Navigable Airspace" and FAA Nr. 405, "Specifications - Airport Obstruction Chart and Related Products."

The ODS is a derivative of the Airport Obstruction Chart (OC). The source OC is indicated on the ODS cover. All objects, both obstructing and nonobstructing, that carry an elevation on the OC are listed in the ODS. The ODS (and OC) depict a representation of objects that existed at the time of the OC field survey.

ODS information is arranged as follows:

1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the physical end and threshold of Runway 9R. Objects in the Runway 27L approach or primary are listed with Runway 27L. (Objects in the common 9R/27L primary area are listed with both runways.)

2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).

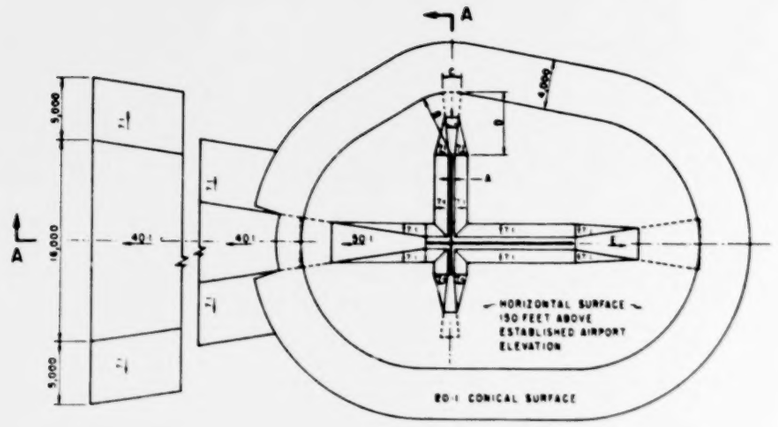
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows (see footnote 2 on page 3):

A(V) ..... Utility runway - visual approach only
A(NP) .... Utility runway - nonprecision instrument approach
B(V) ..... Nonutility runway - visual approach only
C .... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
D .... Nonutility runway - nonprecision instrument approach with visibility minimums as low as 3/4 mile
PIR ...... Precision instrument runway
SUPLC ... Supplemental C underlying a B(V)

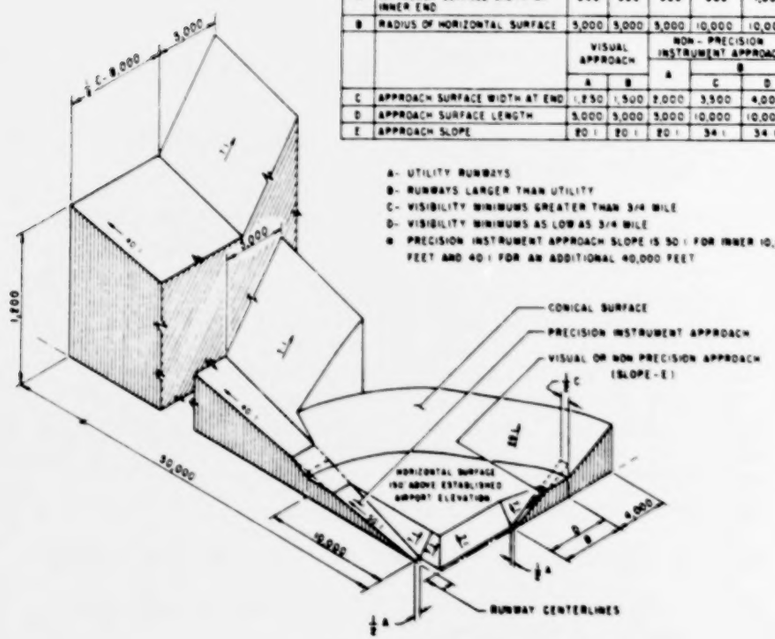
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

Primary surface width is determined by the widest approach at the two approach/primary interfaces for that runway.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B C	B D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

x^{1}	x^{2} XXXX/XXXX^{3}	XXXXXX.XXX^{4}	XXXXXXX.XXX^{4}	XXXXXXX^{5}		XXXX/XXXX^{6}	XXXXXX.XXX^{7}	XXXXXXX.XXX^{7}						
OBJECT		LAT	LONG	A^{8}	ELEV^{9}	AGL^{10}	HAR^{11}	HAT^{11}	HAA^{11}	DEND^{12}	DTHR^{12}	DCLN^{12}	PNTR^{13}	
XXXXXXXXXXX		XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX	
XXXXXXXXXXX		XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX	

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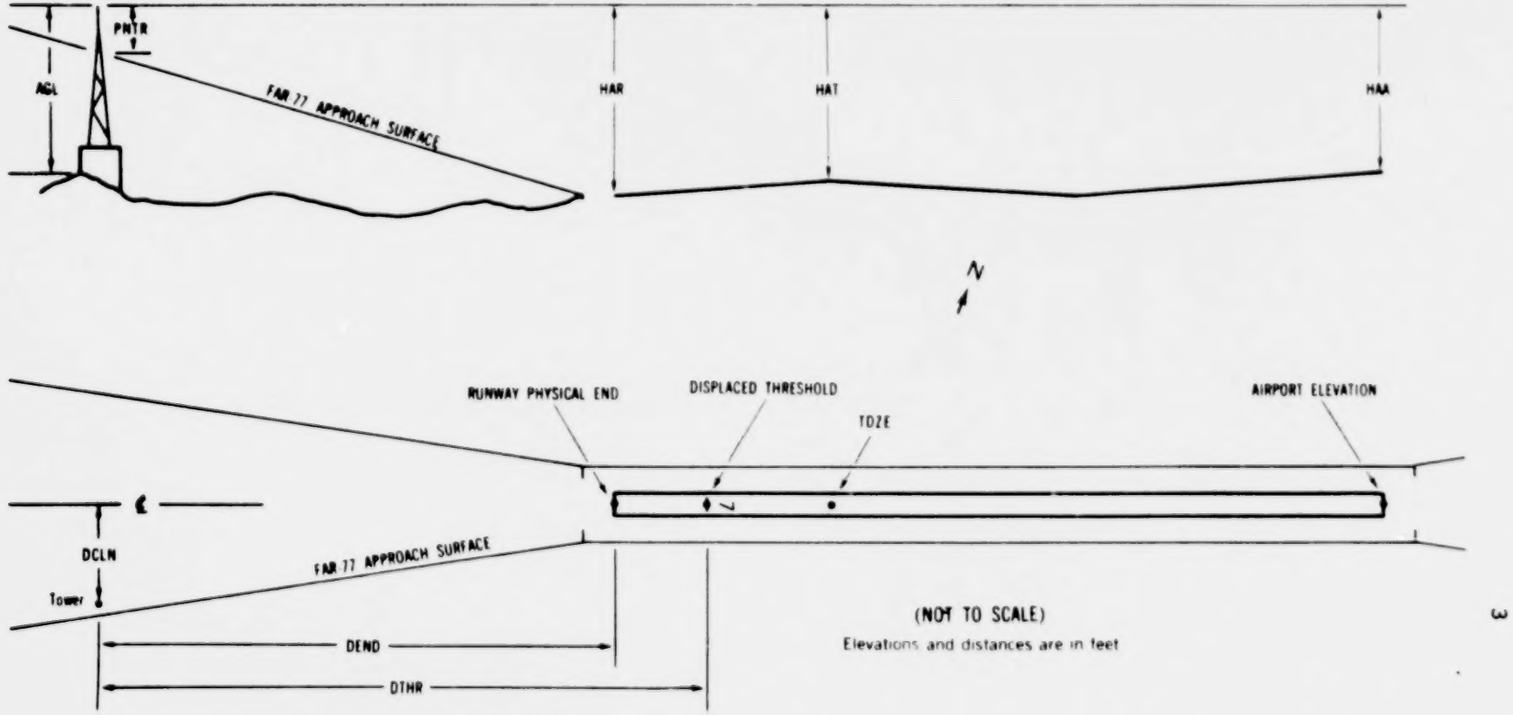


(NOT TO SCALE)

Elevations and distances are in feet

EXPLANATION OF FOOTNOTES

[1] Data block identifier. If a runway number is entered (reference runway), this data block will contain data pertinent to the reference runway and to objects in the FAR-77 approach and primary area of the reference runway. If ARP is entered, this data block will contain the ARP position and data relative to all objects not in an FAR-77 approach or primary area.

[2] For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)

[3] Reference runway approach physical end elevation/touchdown zone elevation

[4] Latitude and longitude of reference runway approach physical end

[5] Reference runway geodetic azimuth reckoned clockwise from south

[6] Reference runway displaced threshold elevation/touchdown zone elevation

[7] Latitude and longitude of reference runway displaced threshold

[8] Accuracy Code:

Horizontal	Vertical
1 = 20	A = 2
2 = 40	B = 5
	C = 20

[9] Mean Sea Level (MSL) elevation at top of object. This value includes 15 feet added to noninterstate roads, 17 feet added to interstate roads, and 23 feet added to railroad tracks.

[10] Height above ground level (AGL). AGLs are provided only for those objects appearing on the OC that are equal to, or greater than, 200 feet AGL. AGL accuracy is ±10 feet.

[11] HAA - Height above airport
HAR - Height above reference runway approach physical end
HAT - Height above reference runway touchdown zone elevation

[12] DEND - Distance along reference runway centerline from point perpendicular to object to reference runway approach physical end
DTHR - Distance along reference runway centerline from point perpendicular to object to reference runway threshold
DCLN - Distance left (L) or right (R) of reference runway centerline as observed facing forward in a landing aircraft.

A negative value for DEND or DTHR indicates object is in primary area on roll-out side of zero distance point.

[13] PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

OC0885

AIRPORT ELEVATION 4151

7 C 4141/4146 422852.836N 11430 8.457W 2711754

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL GLIDE SLOPE	422847.65	1142826.28	1A	4182		41	36	31	-7667		350R	32
GROUND	422847.49	1142829.09	1A	4154		13	8	3	-7457		371R	5
OL ANEMOMETER	422855.13	1142859.64	1A	4158		17	12	7	-5150		349L	13
GROUND	422847.90	1142901.38	1A	4154		13	8	3	-5036		386R	9
OL POLE	422847.31	1142918.59	1A	4189		48	43	38	-3748		474R	47
OL LOCALIZER	422853.35	1143039.11	1A	4146		5	0	-5	2297		0L	-57
ANTENNA ON BUILDING	422850.78	1143039.92	1A	4156		15	10	5	2353		261R	-48

25 PIR 4149/4151 422850.873N 1142812.374W 0911912

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL POLE	422847.31	1142918.59	1A	4189		40	38	38	-4953		474L	47
GROUND	422847.90	1142901.38	1A	4154		5	3	3	-3665		386L	9
OL ANEMOMETER	422855.13	1142859.64	1A	4158		9	7	7	-3551		349R	13
GROUND	422847.49	1142829.09	1A	4154		5	3	3	-1244		371L	5
OL GLIDE SLOPE	422847.65	1142826.28	1A	4182		33	31	31	-1034		350L	32
GROUND	422847.87	1142808.10	1A	4150		1	-1	-1	328		297L	-2
TREE	422852.09	1142733.91	1A	4169		20	18	18	2879		189R	-34

12 A(V) 4104/4141 422914.279N 1142933.781W 3161631

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	422929.04	1142954.23	1A	4128		24	-13	-23	2139		74R	-73

OC0885

AIRPORT ELEVATION 4151

30 A(V) 4145/4145 422851.271N 11429 4.054W 1361651

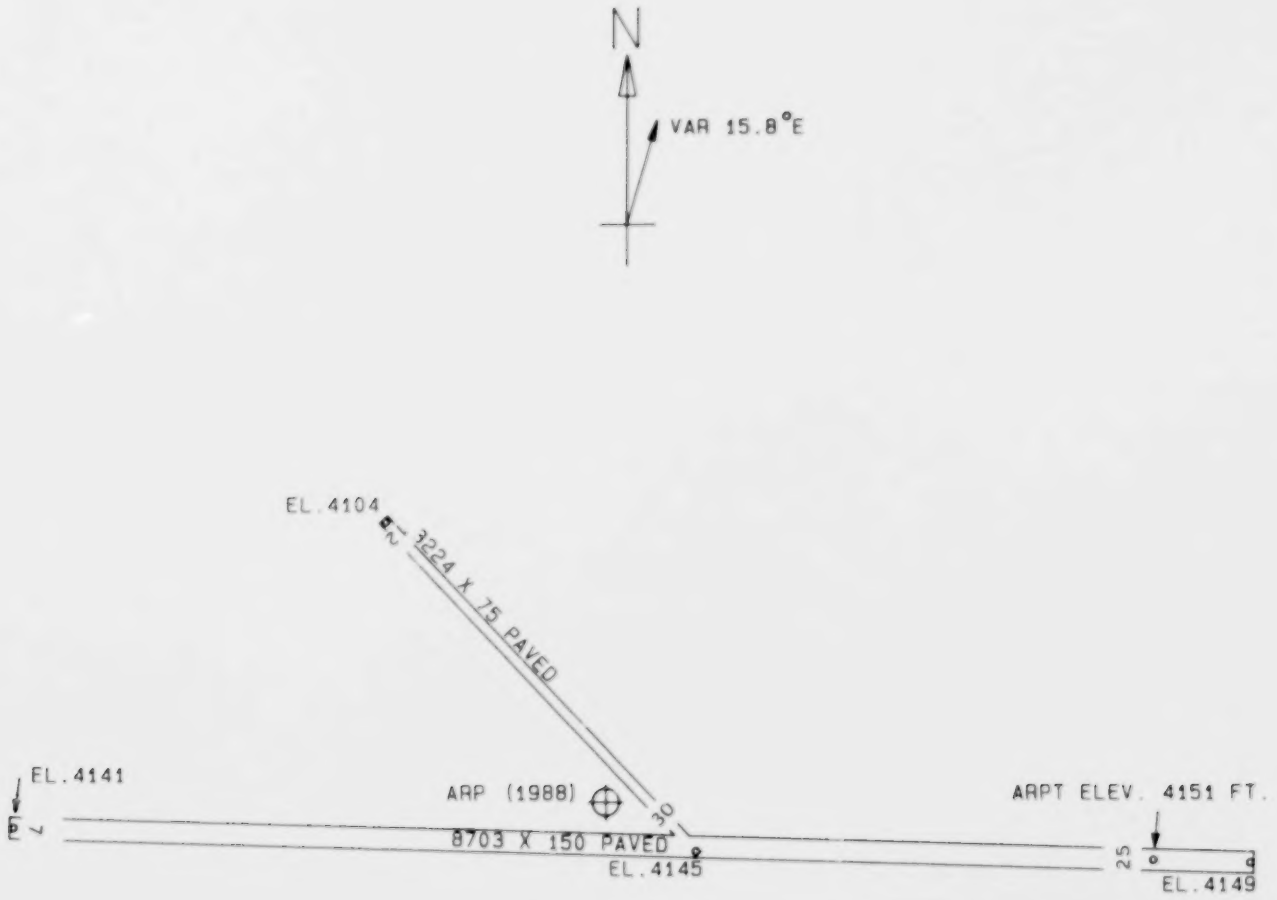
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	422847.90	1142901.38	1A	4154		9	9	3	385		92L	0
POLE	422834.91	1142847.72	1A	4208		63	63	57	2043		260L	-29
ANTENNA	422833.70	1142847.29	1A	4228		83	83	77	2154		321L	-15
POLE	422834.79	1142840.29	1A	4207		62	62	56	2437		134R	-50

OC0885

AIRPORT ELEVATION 4151

ARP 422854.809N 1142912.713W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL FLOODLIGHT POLE	422859.71	1142904.36	1A	4174		23	35 48	799
ANTENNA ON HANGAR	422902.32	1142907.85	1A	4196		45	9 49	843
OL WINDSOCK	422859.53	1142925.23	1A	4161		10	281 12	1052
OL AIRPORT BEACON	422902.34	1142900.46	1A	4180		29	34 30	1193
ANTENNA	422907.24	1142910.30	1A	4192		41	352 23	1271
ANTENNA ON OL CONTROL TR	422902.84	1142856.09	1A	4233		82	41 5	1487
ANTENNA	422909.85	1142915.38	1A	4178		27	336 44	1536
TREE	422835.20	1142925.20	1A	4242		91	189 26	2195
TREE	422834.49	1142851.41	1A	4264		113	126 23	2604
TREE	422921.85	1142937.64	1A	4163		12	309 53	3314
POLE	422829.24	1142844.24	1A	4220		69	124 42	3354
POLE	422843.53	1142826.88	1A	4197		46	92 35	3619
TREE	422742.05	1142908.44	1B	4326		175	161 42	7373
TREE	422742.03	1142935.91	1B	4372		221	177 29	7570
POLE	422743.22	1142948.02	1B	4334		183	184 16	7716
TREE	422744.15	1143011.08	1B	4368		217	195 39	8385
POLE	422736.95	1142953.91	1B	4346		195	185 36	8465
TREE	422741.37	1142802.94	1B	4320		169	129 4	9089
POLE	422728.73	1142953.69	1B	4363		212	183 37	9239
TREE	422743.51	1143040.28	1B	4351		200	206 29	9755
TREE	422715.96	1142843.44	1B	4363		212	151 50	10245
TREE	422744.80	1143054.22	1B	4332		181	211 14	10398
POLE	422709.43	1142952.40	2C	4384		233	179 47	11075
POLE	422702.59	1142952.81	2C	4402		251	179 1	11751
TREE	422718.44	1142732.98	1B	4309		158	126 44	12290
TREE	422744.05	1143129.08	1B	4341		190	219 11	12480
POLE	422707.88	1142745.06	2C	4351		200	132 56	12662
POLE	422651.53	1142951.92	2C	4427		276	177 27	12821
	422644.95	1142952.57	2C	4454		303	177 0	13482



TOUCHDOWN ZONE RUNWAY	ELEVATION
7	4146
25	4151
12	4141
30	4145

TWIN FALLS-SUN VALLEY REGIONAL AIRPORT-JOSLIN FLD

TWIN FALLS, IDAHO

(NOT TO SCALE)